

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:53 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 1221 Const Calendar Day: 794 Date: 07-Aug-2014 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition overcast am, clear pm

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

There is work in the field on TR's 18 & 19. Crews at the Pier 7 warehouse are working an 8-hour shift 0600 through 1430. Working on CCO 314 operations all day is Ironworker Jared Garrett, with most of the day being miscellaneous cleanup and moving of materials. Working on CCO 314 operations for part of the day between ~0630 and ~0730 for test rig end plate removal are Ironworker John Rocha, Operator Neil Caldwell, and Operator Justin Garrett. The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

In the morning, between ~0630 and ~0730, the two ironworkers and the two operators remove the end plates at TR's 18 & 19. At the end of the day yesterday, the A325 bolts were removed, but the end plates were not removed. Today, the test rod nuts and washers are removed and then the end plates are removed at TR's 18 & 19. ABF was not sure if they could do this without moving the tents to the north to get full access to this area, but they are able to put the boom of the extendable forklift under the tent and over the end plate area to support the end plate while moving it off the test rod and then moving it out of the area. Then, they work on the neoprene that is under the couplers. Because the neoprene is in several pieces, it will get kicked out when VGO turns the rod to remove and reinstall the strain gauges. To avoid this problem, the coupler/rod is supported by the forklift, the neoprene is removed, the neoprene is taped together, and the neoprene is reinstalled with WD-40 between it and the coupler it is supporting. When VGO turns the rod to remove and reinstall the strain gauges, they will spray more WD-40 with the goal being that the rod/coupler turn in place without shifting with friction against the neoprene. Also, at this time, I remove the AE sensors on the 2 couplers and wires that go into the test rigs for these 2 AE sensors so they are out of the way of the upcoming work.

Ironworker Jared Garrett works the remainder of the day at the area to the south of the test rigs where CCO 314 material is being stored. This work includes moving and consolidating the traffic plates, end plates, jacking beams, etc previously used at TR's 1-4 (and again at TR's 14-17) and TR's 5-9 to another area south of the test rigs. One purpose of this work is getting the material out of the way of upcoming item work next week to ship out the Favco crane parts – the CCO 314 material is stored in a way that blocks access to the Favco crane parts. Another purpose of this work is to safely stack this material, some of which is on broken pallets, uneven dunnage, or stacked too high.

VGO continues work today on site at TR's 18 & 19, with today being the start of work to remove and reinstall strain gauges. From VGO, Dave Van Dyke, Rob Rutledge, and Pamela Wallace arrive on site at



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Inspector Name Brignano, Bob

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Thursday

0800. They take a lunch break between 1200 and 1300. They leave the site at 1700. Rob flies out of the Bay Area this evening after VGO leaves the site, with Dave and Pamela scheduled to work tomorrow to continue to remove and reinstall strain gauges.

VGO starts work today by removing strain gauges at TR 19, which includes also doing prep work on the surfaces for the reinstallation of strain gauges. Then, they continue working at TR 19 to reinstall strain gauges. Rob and Pamela work on the strain gauge installation with Dave assisting with the QC checks, as well as working on data and report issues. By the lunch break, they have 5 of 8 strain gauges reinstalled at TR 19, but not all of the QC checks and protection layers are complete. All 8 strain gauges are installed at TR 19 by mid-afternoon. Then, they go to TR 18 where they remove the strain gauges, which includes also doing prep work on the surfaces for the reinstallation of strain gauges. Then, they continue working at TR 18 to reinstall strain gauges, with 2 of 8 strain gauges installed by the end of the shift. Note that not all of the QC checks and protection layers are complete on these 2 strain gauges at TR 18.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the test rig work area. A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. Various forklifts are used at the test rigs at different times – Hyster 80 forklift (ABF ID 002306), Hoist P360 forklift (ABF ID 002131), and extendable forklift (Gradall 544D - ABF ID 002005). A Kubota Cart is used by the ironworkers at the test rig work area for about an hour in the morning. A compressor - IR 185 ABF ID 002039 - is on idle/standby at the test rig work area for a portion of the day and then is removed from the test rig work area at some point in the day.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Of the 20 pieces, 16 are installed in test rigs and 4 are spare/extra k-rail that are set aside.

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used. The crane mat and 12x12's quantities are as follows:

- 1 each 4'x20' crane mat (1 x 80 LF)
- 1 each 5'x19' crane mat (1 x 95 LF)
- 2 each 5'x20' crane mats (2 x 100 LF)
- 2 each 5'x16' crane mat (2 x 80 LF)
- ~64 LF additional 12x12's
- Total 12x12's quantity = 599 LF ~ 600 LF

The agreed extra work with ABF is as follows:

Ironworker Jared Garrett - 8 hrs

Ironworker John Rocha - 1 hr

Operator Neil Caldwell - 1 hr

Operator Justin Garrett - 1 hr

Hoist P360 Forklift - 2 hr

Hyster 80 Forklift - 2 hr

Extendable Forklift - 2 hr

12x12 timber - 600 LF

See the attached Extra Work Order - Signed with ABF for CCO 314 work